

Project-Level Design and Environmental Assessments Begin

With the passage of a nickel gas tax, the I-405 project is moving forward to review and implement the nickel projects. Environmental teams of professionals are in the field, conducting site-specific environmental assessments (EA) consistent with the corridor environmental impact statement (EIS).

Site-specific NEPA and SEPA environmental analyses are being prepared along the I-405 corridor as required by the National and State Environmental Policy Acts. In addition to the EAs, the I-405 project team is preparing discipline reports to examine specific environmental issues, biological assessments under the Endangered Species Act, early action environmental investments, and a corridor-wide environmental program.

To expedite the environmental process and improve its value to the public, the I-405 project team has designed these environmental analyses to examine related projects together within logical geographic limits. For example, while the environmental team is preparing EAs for the nickel projects, they are also assessing other affected resources in the same area so that future planned improvement projects can get started earlier. This is just one example of how the I-405 project team has organized its efforts to deliver the greatest, most efficient, and long-term benefits. Read the enclosed sheet to find out more about innovative approaches being taken by the I-405 environmental team.

We want to hear from you!

Call us if you have questions. Sign up for regular updates or if you would like to know about ways to get involved.

Contact:

Colleen Gants, WSDOT
206.768.5792

I-405 Project Office/WSDOT
6431 Corson Avenue South
Seattle, WA 98108 - 3445

E-mail:

i405@wsdot.wa.gov

Web:

www.wsdot.wa.gov/I-405

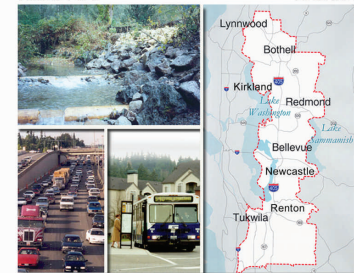
The I-405 final EIS states, "Subsequent NEPA and SEPA environmental analysis, documentation, and review will enable decisions to be made regarding site-specific, project-level details on alignments, high-capacity transit technology, project impacts, costs, and mitigation measures."

I-405 Corridor Program

NEPA/SEPA
Final Environmental Impact Statement and
Final Preliminary Section 4(f) Evaluation

Volume 1 of 3

June 2002



I-405 Congestion Relief & Bus Rapid Transit Projects

Washington State Dept. of Transportation
6431 Corson Avenue South
Seattle WA 98108-3445

PRSRT STD
U.S. POSTAGE
PAID
SEATTLE, WA
PERMIT No. 3523

I-405 Congestion Relief & Bus Rapid Transit Projects

I-405 Design Refinement Scoping Meetings

Join Us!

Upcoming Design Refinement Scoping Meetings

N. Renton EA	Sept. 17, 2003
Kirkland EA	January, 2004
S. Renton EA	Spring, 2004
Bellevue EA	Spring, 2004

The design refinement scoping meeting is an open house setting to give the community an opportunity to provide input into what gets studied in the Environmental Assessments (EA) performed along the I-405 corridor. Project team members will review the likely environmental effects associated with proposed road improvements in the corridor, and specific project elements for the geographic areas noted here.

The I-405 environmental team is assessing corridor environmental impacts for projects (including the "nickel projects") identified in the I-405 Corridor Master Plan described inside this brochure. The Master Plan was endorsed in the I-405 Programmatic Environmental Impact Statement (EIS) and Record of Decision in October, 2002.

Individuals requiring reasonable accommodation may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting Ben Brown at WSDOT 206.440.4528, usually two weeks before the meeting date. Persons with hearing impairments may call Washington State Telecommunications Relay Service (TTY) at 1.800.833.6388, Tele-Braille at 1.800.833.6385, or Voice at 1.800.833.6384, and ask to be connected to the event sponsor's phone number.

Title VI Notice to Public
It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at 360.705.7098.



I-405 Congestion Relief & Bus Rapid Transit Projects

Summer 2003

I-405 Progress Report

Major steps forward for I-405 program— Nickel projects design launched Environmental assessments begin

This year, the Washington State Legislature approved a statewide transportation funding plan called the "nickel package", which includes \$485 million to bring congestion relief to three critical I-405 traffic hotspots in Renton, Bellevue and Kirkland.

The Renton, Bellevue and Kirkland "nickel projects" will:

- Improve safety
- Improve the worst congestion choke points along I-405 corridor
- Increase travel speeds in Renton, Bellevue and Kirkland during peak commuter hours
- Remove the "Wilburton Weave" chokepoint in Bellevue
- Curb the "Kirkland Crawl"
- Facilitate freight movement throughout the corridor
- Implement meaningful environmental improvements
- Provide an economic benefit return of three to ten times the investment costs through reduced travel time, increased freight speeds, and improved safety.

The nickel projects are the first step of a long-range mobility strategy called the I-405 Master Plan. The Plan is shaped by a partnership between WSDOT, the cities and counties along the corridor, and regional and federal transportation and transit agencies. The improvement program balances highway, transit and arterial projects to offer a range of mobility options for travelers and freight movement on the I-405 corridor. The phasing and funding of the I-405 Master Plan is illustrated on the following pages.

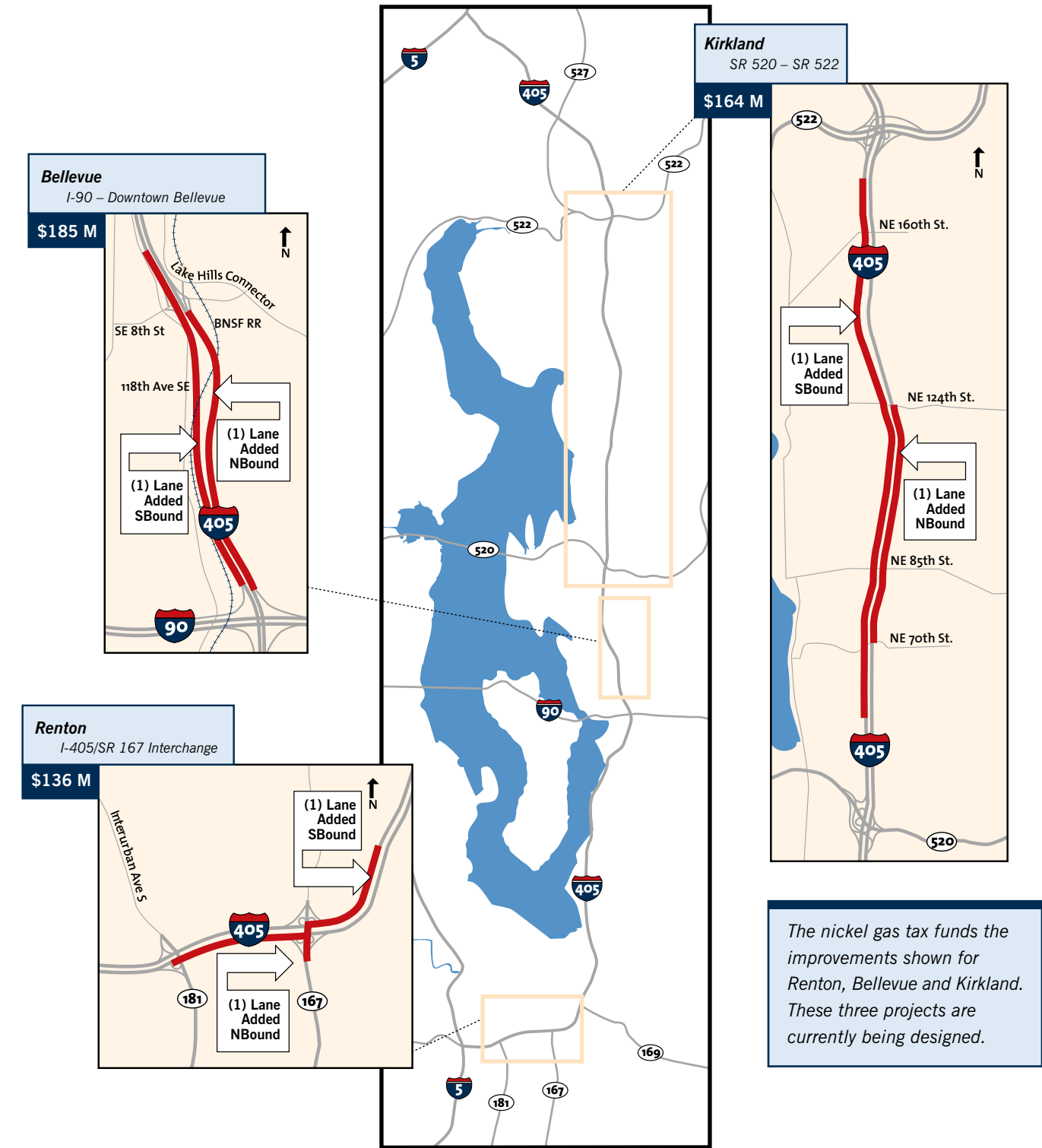
IT'S YOUR NICKEL. WATCH IT WORK.

The nickel projects address the most congested areas of I-405. Additional funding resources will be considered to complete the overall long-range plan. In 2004, voters are likely to be asked to endorse additional funding for a portion of the remaining project through the three-county Regional Transportation Investment District (RTID).

I-405 is the second most traveled corridor in Washington State, carrying over 280,000 people each day. It is an economic lifeline for the state, carrying over twice the goods than are shipped through the Port of Seattle. The I-405 Master Plan includes transit and roadway projects that will reduce highway congestion while carrying more people, taking pressure off clogged neighborhood and arterial streets.



Phase I : Nickel Projects (now in design)

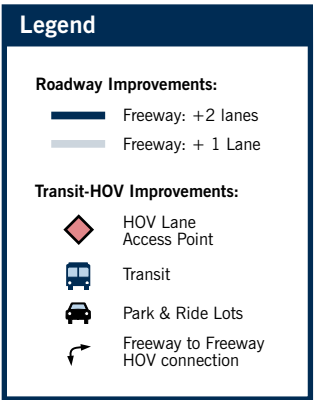


Phase II : 10 Year Implementation Plan

Phase II represents projects that could be built over the next 10 years if major transportation funding decisions occur.

This phase may be partially funded through the Regional Transportation Investment District (RTID). In addition to RTID funding, the second phase may seek funding from state and federal resources, and a future phase of Sound Transit.

- Provides continuous multi-modal corridor improvement from I-5 in Tukwila to SR 522 in Bothell
- Adds one lane each direction from I-5 to SR 181 in Tukwila
- Adds two lanes each direction from SR 181 in Tukwila to I-90
- Adds one lane each direction from I-90 in Bellevue to SR 522 in Bothell
- On SR 167, adds one lane each direction between I-405 and S. 180th Street
- Constructs Bus Rapid Transit line with stations, HOV direct access ramps, park-and-ride lots, and bus service
- Expands the vanpool program



WSDOT 2003 Cost Estimate Validation Process (CEVP™)

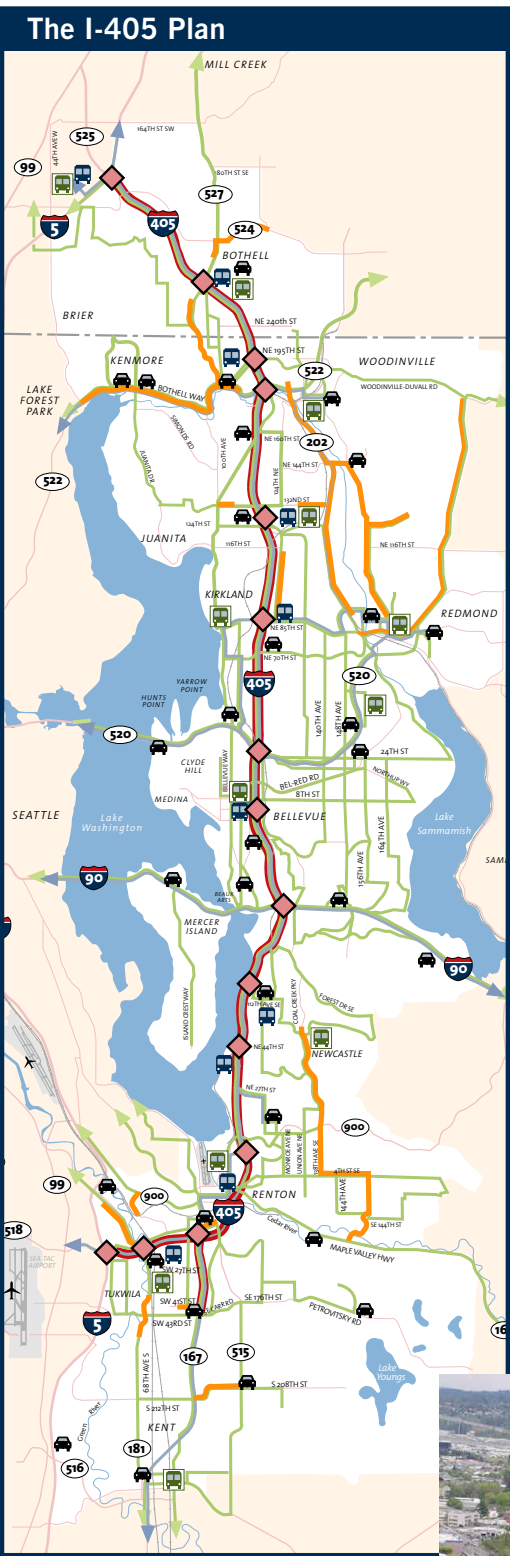
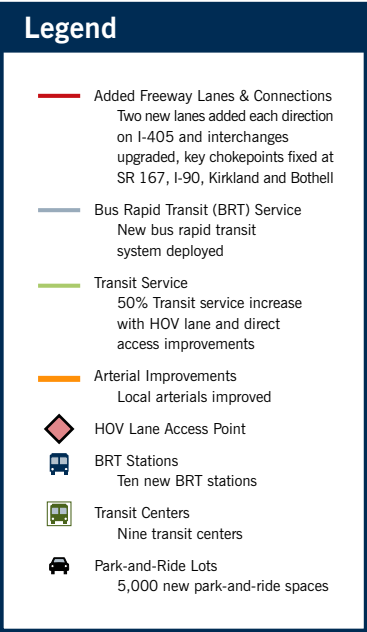
Each phase of I-405 construction is reviewed by CEVP™, a comprehensive risk analysis. A CEVP™ update has recently been performed to assure WSDOT projects can be accomplished within the Legislature's 2003 Transportation Funding Plan (the "nickel package"), and the current financial plans being considered by the Regional Transportation Investment District (RTID). WSDOT has focused its 2003 CEVP™ review efforts on the major projects in King County, where the biggest challenges are expected to be encountered in matching the state's transportation needs to available funding.

- SR 99 Alaskan Way Viaduct and Seawall Project, Seattle
- SR 520 Bridge Replacement and HOV Project
- I-405 Congestion Relief and Bus Rapid Transit Projects, King County
- SR 509/I-5 Freight and Congestion Relief Project, South King County
- I-90 Two-Way Transit and HOV (first-time CEVP™ review)
- SR 167 Valley Freeway Corridor

The CEVP on I-405's Phase I (nickel projects) shows that costs are likely to be on target or below the \$485 million budgeted. An additional CEVP™ on the I-405 corridor's 10 Year Implementation Plan (phase II) indicates a project cost in the range of \$4.2-\$5.1 billion.

Master Plan (20-year vision)

The I-405 Master Plan, which was developed through an extensive public involvement process with an encompassing Environmental Impact Statement, reached a Federal Record of Decision in October, 2002. The Master Plan is a 20-year vision of multi-modal improvements to the freeway, transit system and arterials along the I-405 corridor, stretching from Tukwila to Lynnwood.



The I-405 Master Plan will ultimately:

- Add up to 2 lanes in each direction in I-405
- Develop a Bus Rapid Transit line with stations along I-405 and expanded transit centers
- Improve key arterials
- Accommodate an additional 110,000 trips per day in the corridor
- Reduce time stuck in traffic by over 13 million hours per year – an average of over 40 hours per year per regular user
- Produce travel time savings valued at \$569 million each year
- Save \$42 million each year in decreased traffic accidents
- Create 1700 new vanpools – a 100% increase
- Increase local transit service by up to 50% within the study area
- Build 5,000 new park-and-ride spaces
- Create eight new pedestrian/bicycle crossings over I-405
- Enhance freight mobility through better interchanges, travel time reduction, and updated and technologies
- Provide much-needed economic benefits for Washington State – for each \$1 million spent on new construction, an additional 30 jobs are created



I-405 Timeline	1999–2002	October 2002	May 2003	September 2003	January 2004	Spring 2004	Summer 2004	November 2004	Spring 2005	2006	2011
	I-405 Corridor EIS Adopted, Master Plan Established	I-405 FEIS completed, Federal Record of Decision signed	Legislature Passes "Nickel Projects"	N. Renton EA Scoping Meeting	Kirkland EA Scoping Meeting	South Renton/ Tukwila and Bellevue EA Scoping Meetings	Nickel Projects Design Hearings	Potential RTID Public Vote	10 Year Plan Design Initiated if RTID passes	First Nickel Project Construction Begins	Last Nickel Project Complete

How Do Regional and Local Transit Improvements Complement I-405's Multimodal Transportation System?

In 1996, voters in the region passed the Sound Transit improvement program, "Sound Move." This means \$4 billion in regional transit improvement projects and services.

The I-405 Congestion Relief and Bus Rapid Transit Projects complement the current Sound Transit investments. With the Sound Transit Regional Express project and services the I-405 projects will expand the corridor to a multimodal transportation system that will include a Bus Rapid Transit line from SeaTac Airport to Lynnwood. Those projects in the I-405 study area are highlighted below.

ST Express Capital Projects-East King Sub Area

Bothell/Canyon Park flyer stop (serves East King County)

Bothell Branch Campus access

SR 522 HOV enhancements (Kenmore to Bothell)

Totem Lake Transit Center

I-405 HOV access improvements (Kirkland/128th)

Willows Road HOV arterial enhancements (Redmond)

*Overlake/NE 40th St. Transit Center/Park & Ride

*Bellevue Transit Center

I-405 HOV access project (Bellevue)

Mercer Island Transit Center

Mercer Island Park & Ride

I-90 two-way transit operation

I-90 HOV access project (Eastgate)

Newcastle Transit Center

Issaquah Transit Center

Renton HOV access improvements(N. 8th)

Sammamish Park-and-Ride

Sound Transit Express Bus Service

522 *Woodinville-Seattle Express

530, 532 *Everett-Bellevue Express

535 *Lynnwood-Bellevue Express

540 *Redmond-U.District Express

545 *Redmond-Seattle Express

550 *Bellevue-Seattle Express

554 *Issaquah-Seattle Express

555 *Issaquah-Northgate Express

560 *Bellevue-SeaTac Airport Express

565 *Federal Way-Bellevue Express

* Already in service



I-405 HOV Access Project (Bellevue)



King County Metro is adding 1000 stalls at the Eastgate park-and-ride near the intersection of I-405 and I-90. The added stalls, made possible by construction of a parking garage, bring Eastgate park-and-ride to a total of 1700 parking spaces for rideshare and transit users.



These transit improvements represent one complementary element of I-405's overall multimodal transportation system that is beneficial for vehicles, transit, freight, and the environment.



Bellevue Transit Center

What Environmental Benefits will the I-405 Improvements Provide?



Engineered Flow Control

Example: stormwater detention pond

Building new lanes on I-405 will create additional surface water runoff that must be captured and cleaned. In the past, stormwater detention ponds such as the one pictured on the left have been used. Stormwater detention ponds capture and store water runoff before it reaches a stream system. While methods like this manage water quality and quantity, they are expensive to build, focus on minimizing negative impacts, and provide only the minimal required benefits.

A better potential solution is to create a wetlands restoration site, pictured to the right. Capturing surface water upstream from the highway and detaining it in a more natural environment focuses on maximizing positive impacts to the watershed and can achieve additional environmental benefits at the same or less cost. WSDOT is employing this new approach on a variety of highway projects throughout the State.



Restoring Natural Flow Control

Example: wetlands restoration

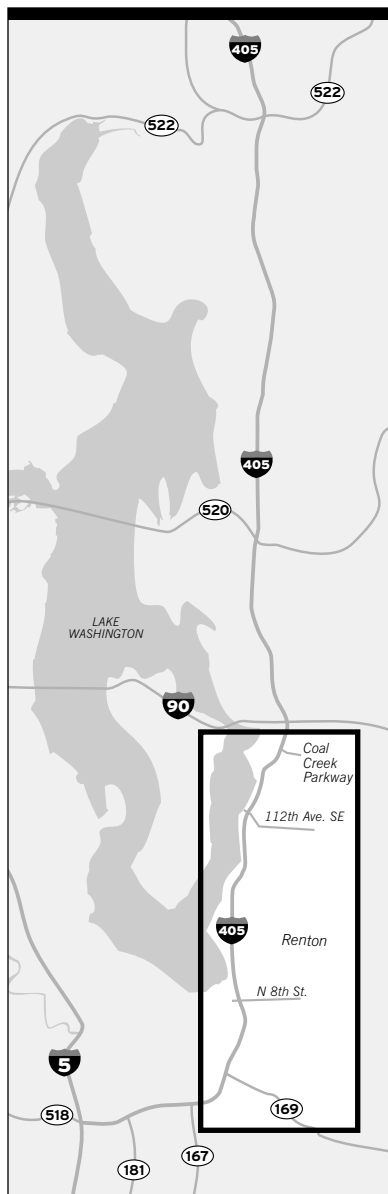
New watershed characterization methods integrate the mitigation of wetland, riparian, floodplain, and stormwater impacts by restoring the landscape's capacity to provide necessary functions, while increasing the environmental benefits.

WSDOT is committed to watershed-based planning – here are some of the benefits

- Targets environmental improvement investments to those areas that will have the greatest long-term environmental benefit (vs. providing short-term spot treatments)
- Addresses how the watershed is functioning as a whole, rather than looking solely at the impact site and making minor improvements
- Provides opportunities to restore natural processes, making the watershed more biologically productive and reducing long-term maintenance costs around streams and wetlands
- Is more cost effective – the I-405 project team is conducting cost-benefit analyses on conventional vs. alternative mitigation options
- Costs less in challenging topography, such as steep slopes, high groundwater or wetlands

WSDOT is currently working on project-level environmental assessments to ensure that the project will avoid or compensate for environmental impacts. If you'd like to learn more, or be part of this process, please consider attending a scoping meeting in your area (www.wsdot.wa.gov/I-405).





North Renton Improvements

Public Comment Sought on Design and Environmental Review

WSDOT, Federal Highway Administration, and Federal Transit Administration request your input at:

Design Refinement Scoping Meeting
September 17, 2003
4:00–7:00 p.m.

**Kennydale Elementary
School Cafeteria**
1700 NE 28th Street
Renton, WA

Upcoming Design Refinement Scoping Meetings:

N. Renton	Sept. 17, 2003
Kirkland	January 2004
S. Renton	Spring, 2004
Bellevue	Spring 2004

Design Refinement Scoping Meeting

This open house setting is an opportunity for the community to provide input into what gets studied in the Environmental Assessment (EA) for the North Renton Project. I-405 team members will review the likely environmental effects associated with proposed road improvements along I-405 between approximately SR 169 in Renton and Coal Creek Parkway in Bellevue.

How the North Renton Project Fits in with the Corridor Master Plan

The North Renton project proposes to add two lanes in each direction on I-405 from SR 169 in Renton north to the I-405 interchange with I-90 in Bellevue, add auxiliary lanes for truck climbing, and accommodate a bus rapid transit (BRT) system in improved high-occupancy vehicle (HOV) lanes. It will reconfigure or reconstruct interchanges, and add a new in-line flyer stop serving the existing park-and-ride at 112th Avenue SE, as well as other related transportation improvements.

The I-405 environmental team is assessing the North Renton project, along with other corridor environmental impacts for projects (including the “nickel projects”*) identified in the I-405 Corridor Master Plan. The Master Plan is the long-range mobility strategy for congestion relief for the entire corridor, and was endorsed in the I-405 Programmatic Environmental Impact Statement (EIS) and Record of Decision in October, 2002.

** For a full description of the nickel projects, and background information, please review the accompanying “Progress Report” brochure, or visit the I-405 project website.*

For more information

Visit:

www.wsdot.wa.gov/projects/I-405/

Contact:

Christina Martinez
Environmental Lead,
I-405 Project Team
6431 Corson Avenue S
Seattle, WA 98108-3445
(206) 464-1225

Individuals requiring reasonable accommodation may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting Ben Brown at WSDOT, 206.440.4528, usually two weeks before the meeting date. Persons with hearing impairments may call Washington State Telecommunications Relay Service (TTY) at 1.800.833.6388, Tele-Braille at 1.800.833.6385, or Voice at 1.800.833.6384, and ask to be connected to the event sponsor's phone number.

Title VI Notice to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at 360.705.7098.

The Environmental Process

If significant environmental impacts not addressed during the I-405 Corridor Program EIS are discovered during data gathering, engineering design or impacts analysis, an EIS may be prepared for the I-405 North Renton Project. If this happens, no additional scoping meetings will be held. However, the Notice of Intent, published in the Federal and SEPA Registers, would expressly provide that written comments on the scope of the alternatives, the potential impacts, and the identification of resources would be collected and considered.

All written comments received by October 17, 2003 will be included in the formal scoping record and will be considered by the program administrators.

